

MARSHALS ARRANGE LINE-UP OF PARADE FOR PREPAREDNESS

Chairman Gude and His Aides to Take Up Task of Assigning Divisions.

MUST SET PRECEDENTS

Making up the general order for the Flag Day parade is the job that faces Chairman Gude and members of his committee today.

The most important and the hardest job of the organization of the forces that will go in the parade will face the members of the committee and to the grand marshal and his aides when they meet to assign places in line and the time of assembly for various organizations.

The work is a bigger task than has been met by the organization of any other parade ever given in the District because there is not the compact organization of the continental attachment of certain units to certain places in line that holds in the case of other big processions.

To Time the Units.

The committee must build up a system of precedence, and in addition to this must provide for assembling of the various units at different times so that members of the temporary organizations will not be worn out.

In addition to this organization of school units must be looked after today. Secretary Charles Columbus has been assigned this task, and early this morning started on the rounds of the school authorities to ascertain exactly what might be expected from them.

Two high school cadet regiments will head the school detachment. This will present eighteen organized companies of cadets. Just how many units will be organized from the schools cannot be ascertained today, but it is expected that there will be a number of them.

Schools Are to Close.

The action of the Board of Education yesterday afternoon in authorizing closing of the schools on Flag Day will give children an opportunity to see the parade, and give opportunity for organization of units for the parade itself among teachers and pupils.

In other preparations for the parade school teachers have provided interesting units and it is expected that Washington will not fall behind other cities. The only thing that can prevent formation of the big school delegation, in addition to the cadets, is the short time that has been given pupils and teachers to make preparations, owing to the delay of the Board of Education in finally deciding the matter.

More than 6,000 individuals have been entered in the parade formally and officially to date. This does not include school delegations.

Cadets to March.

A new organization to enter the parade today was a unit of 100 former high school cadets. Dr. A. J. Feldman, of 1539 I street, is at the head of this contingent, and it is the desire of those in charge to have the unit as large as possible.

Former cadets will be given a place in line in the rear of the high school regiments. Dr. Feldman has been appointed to take charge of this section, and he desires to hear from all former cadets who would care to join.

There will be a special unit of 15 men representing the building trades of the District, according to notification received by Secretary Columbus this morning. This organization is composed of representatives of the Builders and Manufacturers' Exchange. A special meeting of the exchange will be held Monday night to complete arrangements. All persons who desire to enter the exchange contingent are requested to attend.

University Section.

The George Washington University unit, headed by the president of the University, Rear Admiral Stockton, and the faculty, will assemble at the Medical School. Seniors and faculty members will wear caps and gowns, and undergraduates are asked to wear straw hats. Every department will be furnished with a pennant, and each unit in the contingent will carry a flag. Members of the alumni have been invited to join the university contingent.

District's Representation.

Plans for the District government's part in the demonstration were discussed this afternoon by a committee of arrangements appointed by Capt. J. J. Loving, Assistant Engineer Commissioner. The committee consists of J. W. Paxton, Superintendent of the Street Cleaning Department, chairman; Robert L. Bradshaw, of the Engineering Department, secretary; Fire Chief Frank J. Wagner, and Louis Wilson, Disbursing Officer.

Between 500 and 700 District employees are expected to be in line. Contributions for the parade are being received by the heads of the various departments.

INTERIOR EMPLOYEES TO HOLD EXERCISES

Will Stage Flag Day Celebration Early to Avoid Conflict With Other Events.

Owing to the enthusiasm with which Department of the Interior employees have entered into the preparedness parade movement and the plan to observe Flag Day by attending the Inter-Departmental celebration at the Washington Monument, the Interior Department celebration will be held at the Pension Office at 8 o'clock Tuesday morning. This announcement was made by departmental officials who explained that they had made preparation for observance of the day prior to arrangement of the inter-departmental exercises.

Special Music Arranged.

Music for the celebration of the Interior celebration will be furnished by the department chorus of 150 voices under direction of Herndon Morsell, and accompanied by the United States Marine Band. A feature of the program will be presentation of Mc'Brien's dramatization of "The Continental Congress" by the Interior Department chorus. This drama depicts scenes in the Continental Congress during debates for and against American independence.

To Give Tableau.

In connection with the play the tableau of the "Spirit of '76" Washington and his army just before the battle of Long Island, and Washington resigning his commission as commander-in-chief of the American army are introduced as special features in order to better interpret the spirit of the times during the American Revolution. Those who represent Washington's army, through the courtesy of Col. M. A. Winter, First Regiment Minute Men, Washington, D. C., will wear Minute Men uniforms. Judge Tallman, United States Land Commissioner, is to play the part of General Washington. His staff will be composed of a detail of officers from the Minute Men of Washington, D. C., Col. M. A. Winter, in that capacity, probably the best representation of colonial officers' uniforms ever seen on a public occasion by the present generation.

PLATTSBURG IN GRIP OF RAINY SEASON

Company Streets Are Afloat and Battalions Drill Through Showers.

PLATTSBURG, N. Y., June 10.—The wireless apparatus in the civilian training camp here was elevated about fifty feet higher today and began to get results. It picked up messages from as far as Arlington. If the conventions last over Sunday the plant will be ready to receive Chicago news.

The battalions drilled through heavy showers today, marching in soaked to the skin. One battalion came home singing "Hail to the Chief" while the season has taken a new hold. Improvements in streets have been found necessary to keep the companies from floating off.

Surgeon Major Shaw says that great care must be taken to guard against colds and lungbugs.

Property Officer Campbell has checked up his inventory and finds he has received \$2,000,000 of Government property, including \$200,000 worth of rifles and some two million rounds of cartridge.

Stores and Apartments For Connecticut Avenue

A two-story building, with stores on the first floor and apartments on the second, is being erected on the site of the old Emory House, 1301 Connecticut avenue, by the Wilkins Securities Corporation, Robert C. Wilkins, president.

The building is to have a front of 150 feet along Connecticut avenue and 170 feet on Eighteenth street. The stores will face Connecticut avenue, while the apartments will face Eighteenth street. It is stated that while it is planned to erect only a two-story structure on the site at present, foundations have been laid to accommodate a number of additional stories should the owners desire at any time to add them.

The Wilkins Corporation is in charge of the construction of the building, there being no general contractor.

Charles Waggoner is the architect and Randall Hagner & Co. will be agents.

The apartments are to be luxuriously equipped, it is stated, each having two bath rooms, two servants' rooms, and three large bed rooms.

SCHOOL CADETS TO MARCH IN PARADE

Board of Education Hears Two-Hour Debate on Proposal. Schools Will Close.

The high school cadets will march in the preparedness parade.

After listening for more than an hour to pleas from pacifists that pupils of the public schools be not permitted to participate in the demonstration as a unit, the Board of Education yesterday, by a 3-2 vote, ordered the appearance of the cadet regiments, subject to the approval of parents.

Any cadet whose parents are not in sympathy with the movement will be excused. The schools will be closed June 11, Flag Day. The Flag Day exercises scheduled for that day will be held June 13.

Charge Political Purpose.

The peace advocates who appeared before the board to protest against the parade repeatedly charged that the movement was organized for political purposes. Congressman Warren Worthington of Pennsylvania said he would be "sorry to see the public schools serve the interests of politicians."

"Preparedness," he said, "is one of those words which have been so much abused recently. I am opposed to seeing the children of this country inculcated with the spirit of militarism."

Mrs. Belva Lockwood said the country had gone wild on the question of preparedness. "I would like to see Woodrow Wilson re-elected," she declared, "but if he marches at the head of the parade I shall despise the act."

Among the other protesters were Prof. Arthur Ramsey, representing the Washington Peace Society; Mrs. Jessie Hardy McKaye, the Rev. Lindley D. Clark, of the Society of Friends; Rev. J. Milton Waldron, pastor of Shugh Baptist Church; the Rev. Martin E. Donohue, E. C. Gelsinger, James H. Hannen, A. E. McLaughlin, H. H. Burwell, Mrs. L. D. Clark, William V. Mahoney, and James Ken. The board reinstated Mrs. Gladys Strong Hellman, whose contest in the courts killed rule 45 of the Board of Education code which automatically dismissed teachers who married. Mrs. Hellman was assigned to the Elizabeth V. Brown School.

Board Accepts Scholarships.

The board accepted five scholarships offered to members of the high schools by the alumni association of the National University Law School, through the president of the alumni, Congressman C. C. Carlin of Virginia.

Dr. George M. Kober urged that steps be taken to cure pupils of the public schools of speech defects, suggesting that a census be taken of the pupils so handicapped. This was referred to committee.

Mrs. Ida E. Kehler presented the report of the Parents' League of the third division for the year 1915-1916.

25,000 March in Seattle Preparedness Parade

SEATTLE, Wash., June 10.—Seattle today marched for preparedness. A three-hour procession of 25,000 citizens, draped down Pike street in military formation, marched along the same lines as that in New York May 13.

There were no gay banners, floats, gaudy decorations or uniforms. Every marcher carried a flag. There were men from every walk of life, from the ranks of the army and navy, from the ranks of the G. A. R. and the Ladies' member of the Sons of the American Revolution.

President Reappoints Henry W. Samson Notary

President Wilson has reappointed Henry W. Samson a notary public for the District of Columbia. The appointment will extend for five years after June 17.

Samson is a member of the Board of Trade and chairman of its committee on "Law protecting the Nation's flag." He was also chairman of the committee on locating and marking historic spots in the District for the crowd which came to Washington for the Taft and Wilson inaugurations and the G. A. R. encampment last fall. He is also a member of the Sons of the American Revolution.

Bowling Alley Robbed.

Thieves who have been making a specialty of entering bowling alleys during the last few weeks, broke into the Palace alleys, 914 E street northwest, last night. Harry Armiger, manager, tells the police that cigars and cigarettes to the value of \$25 were stolen.

INTEGRITY FIRST IN BUSINESS, SAYS OBER

Points to Growth of Goodrich Co. to Prove Policy Pays in Material Results.

"The greatest word in the whole lexicon of commerce is no service," says G. C. Ober, of the B. F. Goodrich Co. "It is integrity! Because, that term embodies good-faith-dependability, the intention to play fair, at any cost, as well as good service. Its essence, so far as business is concerned, consists in living up to the last letter of that Americanism, the 'Square Deal.' But does this policy of business integrity pay, in dollars and cents?" the cynic inquired.

"The tire output of 1915, if the tires were placed flat on the ground in a row, would reach more than 1,400 miles, from New York City to Omaha, although tires are only one of the 251 lines of rubber goods made by Goodrich."

"The present staff of 1,147 people produce 125,000,000 pounds of rubber goods, manufactured, marketed, and shipped, during the year, by freight, in addition to the 10,000,000 pounds manufactured and shipped by express during the same period."

"Contrast this Goodrich rubber goods output with the total imports of crude rubber into the entire United States, during 1915—viz.: 12,058,429 pounds, and the total world consumption of rubber, during the same year, 142,000 tons, or 284,000,000 pounds."

Mrs. Belva Lockwood asked the question that Goodrich watchword and policy of "Integrity First" pays, even in material results.

OLD HAYNES CAR HAS WONDERFUL RECORD

An old two-cylinder Haynes car, belonging to L. O. Robertson, Dallas, Tex., has a history that would be credit to a crusader. There is no way of telling how far it has run since it has never had a speedometer on it. In placing his agencies, J. H. Robertson, a district insurance agent, has forced rivers with the car, crossed mountain ranges, hunted antelope on the plains of the eastern border of New Mexico, and pulled the fifty-mile stretch of sand dunes from Camp, on the east of the Staked Plains, below Amarillo to Claremont, in Donkey county.

On a mission to Plainville, in the heart of the Staked Plains, the Haynes car followed the old cow trail that formerly led to the plains prairie, where the Haynes car was stuck in a hole. N. M. The cow trail is now practically abandoned, and in 1907 was very rough, without even wagon tracks visible in places.

Near Guthrie, in the mountains of King county, the old car crossed the Brazos river with water over the running engine. It passed through the loose sand at the water's edge, but just at the top of the river bank one of the drive engine broke. Some coils were broken, and the car rolled back down into the river.

Two spans of mules were required to pull the motor car to a safe place, and here Robertson and his party were required to camp for two days, while their automobile and baggage dried out. The gasoline supply had been ruined by moisture with water, but after a new stock was obtained from a store seventeen miles distant the car rolled merrily on its way.

Overland's Common Stock Is Quartered

TOLEDO, June 10.—Sanction has just been procured from the State of Ohio and the New York Stock Exchange to reduce the par value of each share of common capital stock of the Willits-Overland Company, of Toledo, Ohio, from \$100 to \$25 a share. This change has been made in order to create a wider market and more general distribution of the stock of the giant automobile industry, which has proved one of the most popular investments on the market in recent years.

The Willits-Overland stock which has been steadily advancing during the past six months, reached its highest point during the past week, when it climbed to 27 1/2.

A notice of the reduction in par value will be sent to all holders of common stock requesting a return of the old certificates in order that a resume of the new paper can be made. Four par value shares being exchanged for each \$100 par value share.

TWENTY-FIVE SAXONS ON SOCIABILITY RUN

Prizes Given to Four Winners Who Make Trip Nearest Sealed Time for Distance.

Last Sunday evening saw the close of one of the most pleasurable runs ever started from Washington. Twenty-five Saxon cars in a special sociability trip were started on their way to Rock Point from the salerooms of the Record Auto Company—under whose auspices the run was held—by automobile editors of The Times and Star, at half-minute intervals, beginning at 9 o'clock Sunday morning.

As each car was checked away from the starting point its leaving time was noted and its number taken. H. E. Duckstein and S. S. Grogan, who had started in a pilot car ahead of the cavalcade, received the cars on their arrival at Rock Point, and time was again taken, the object being to determine which four of the owner-drivers arrived at this destination closest to the sealed time for the distance.

At Rock Point the hospitality of the Record company in a splendid dinner awaited the contestants, and after they had enjoyed an appetizing seafood spread the names of the four Saxon owner-drivers who won prizes were announced by M. A. Bayles, originator of the run and head of the contest in the Saxon of George Berry.

The sealed time, made earlier in the week, was two hours and forty-two minutes, and the winner of the first prize, W. F. Andrews, covered the fifty-five miles in 2:42. His trophy was a handsomely engraved silver cup, twenty-four inches high, donated by the Record company. G. D. Mitchell was a close second, making the run in 2:53, and winning a set of seat covers, the offering of the Gates Manufacturing Company. W. L. Hoge was third, taking fifteen gallons of Wolfhead oil, prize donated by the Wolfhead Lubricating Oil Company. The set of Express spark plugs for fourth place will be installed in the Saxon of George Berry.

Thought Trip a Race.

As is usual on sociability runs several of the entrants, believing the trip to be a race instead of a pleasure jaunt, in which every contestant had an equal chance with the rest, sped their Saxons as fast as law, road, and nerve permitted. It is a sad fact, therefore, that those cars which arrived in the shortest period of time were hopelessly out of the prize class.

After dinner many of the motorists took trips in the big motor boats at Rock Point, and found several delightful hours of fishing, after which, following the pilot car, they returned to Washington.

A feature of the run, and one in which practically every one was interested, was the gasoline mileage test. Sixteen of the Saxon owners had their gas tanks filled at the Record company in the morning before leaving, and the signature of Harry Ward—editor of Motor News—was officially stamped on the seals. The seals were not to be opened until the cars had returned to the Record company's service department in the evening, and each of the owners expressed surprise when at Rock Point that he would carry off the handsome thermos lunch set, offered by M. A. Bayles for the longest mileage by a Saxon.

In this contest competition was keen. More than half of the entrants covered in excess of twenty miles to the gallon average for the 110 miles, and four did better than twenty-three. The winner, W. Ermantrout, averaged 25.22 miles per gallon, and henceforth whenever there is to be a motor picnic for the Ermantrouts there is a splendid case containing a thermos bottle, a silver sandwich box and a thermos food bottle, which may be conveniently stocked and stowed.

Ermantrout's record mileage is recorded.

markable not only because a considerable part of the run was made through rough roads, where the going was hard and it was necessary to change gears a great deal, but in view of the fact that he carried five passengers beside himself in the car. Those five passengers and their driver weighed more than 800 pounds, a large load for a winner in such a contest to carry. The mileage, not merely of the winner, but the rest of the Saxoneers as well is highly commendable.

The run had its humorous phases. Mechanics in charge of the Record company's service wagon, which trailed the cavalcade going down, arrived at Rock Point with their hands as clean as when they started. After they had been let into the treats of the shore dinner, however, they went home as there was nothing else for them to do and there is not a fisherman in the bunch. Out of the twenty-five cars not one experienced the slightest difficulty en route.

The Firestone Tire Company awarded a \$25 tire to the owner getting the longest gas mileage out of a Saxon "Four." Two of the little cars, owned by R. Woodward and W. Wynkoop, were tied for first in this class with 21.7 miles per gallon average. They agreed, however, on the toss of a coin and Wynkoop won the tire.

On their return, after the mileage had been recorded all the Saxons had their cars filled with gasoline, a compliment on the part of the Columbia Oil Company.

Motor Company Charter.

The Haynes Motor Company has been incorporated to do a general automobile business at 1113 Fourteenth street northwest. It has filed papers in the office of the recorder of deeds. The capital stock is \$10,000 and the incorporators include Daniel B. Gish, Herschel R. Gish, and Genevieve K. Gish.



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1916 PAIGE Touring car; 2000 miles; big car; \$250.	1916 OAKLAND Touring car; 2000 miles; big car; \$250.	1915 CHALMERS Touring car; slip covers; \$250.
MERCEDES Touring car; electric lights and starter; wonderful condition.	1916 FORD Sedan car; bought new one month ago.	1915 CHALMERS Touring car; excellent condition.
1916 COLE Touring car; eight-cylinder; A-1 condition.	1915 BUICK Touring car; "C-27" shows no wear whatever.	CHALMERS Touring car; electric equipment; excellent condition.
1916 BUICK Touring car; 4500; owner will sell at a sacrifice.	1915 PAIGE Touring car; A-1 from radiator to rear.	1914 HUDSON Touring car; electric equipment; seven-passenger.
1915 MAXWELL Touring car; excellent condition; extra equipment.	1915 HUDSON Touring car; thoroughly overhauled; \$250.	1915 CHEVROLET Touring car; light five-passenger; can be bought right.
1916 OVERLAND Touring car; excellent condition; extra equipment.	1915 APPERSON Touring car; can be bought right.	FORD Touring car; runabouts; all prices, according to models.
1916 HUPMOBILE; only slightly used.	1915 KITT Touring car; all up-to-date equipment; \$250.	1915 FORD Touring car; "30" perfect condition.
HUPMOBILE; roadster; very attractive; mechanically perfect; \$400.	1915 BUICK roadster; "C-36" excellent running condition; \$250.	RENAULT Touring car; excellent running order.
1916 SCHUPPS DODGE; roadster; just like new; \$250.	PIECER-ARROW; seven-passenger; great value; \$250.	BUICK roadster; brand new; demountable; \$250.
1916 PULLMAN Touring car; light five-passenger; bargain.		

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